(New York Times.)

The ship Alert, of Boston, which left this port for Shanghai in October last, was strock by lightning and burned on November 14th, about 500 miles north of the equator. The crew of twenty-one persons, including the captain's wife and his little boy, were rescued by a French steamship and landed at Pernambuco. Sine of the Alert's people, including the captain's family, took passage on the Marenheuse, which landed them at this port yesterday.

The loss of the Alert is one of the most curious disasters of the kind on

the Marenheuse, which landed them at this port yesterday.

The loss of the Alert is one of the most curious disasters of the kind on record. Captain Jorrie G. Park, of the burned vessel, states that he had a cargo of 40,000 cases of oil when he left this post. The weather and winds were generally favorable until November 14th, when the ship was in latitude 8 degrees 40 minutes north, and 29 degrees 10 minutes west. Early that morning the trade winds, which had carried the vessel along for some days, were lost. It then became black in all directions; rain-squalls were seen hurrying along then became black in all directions; rain-squalls were seen hurrying along the horizon. Flashes of lightning darted out of the distant clouds, and squalls swept across the course of the ship, but the sea around her seemed influenced by that peculiar depressing quiet which At about 10 o'clock a hus cloud

payed over the vessel and ra. fell in torrents. Lightning flashed in all quarters and peals of thunder seemed to shake the heavens. Suddenly the sky and sea were illuminated by a blinding chain of lightning. Seamen fell to the deck, which shook under them as if the vessel had struck a rock. While the the sailors saw a shower of splinters strike the deck forward. The foreage. The rain then became lighter, and the lightnings played only about the horizon to leeward.

Trench, but the dicate by signs what they wanted. They were treated with every kindness by the Frenchmer.

The Comte d'Eu was bound from

Captain Park was congratulating himself half an hour later on his hav-ing escaped with so little damage, when a sailor hurried breathlessly aft and informed him that smoke was coming up from the fore-hatch, which had been tarpaulin had been removed, and batch, from around the edges of was derk and stormy. He knew that which smoke was creeping up, was lifted. A volume of suffocating smoke poured out. The lightning had passed into the hold and set fire to the cargo.

All hands were now on deck. The light seemed no nearer than before.

He then thought that it was certainly pump used in washing down decks was manned, and the seamen formed a line and poured buckets of water into the completely. He was obliged to steam

It was impossible to get further than the mouth of the hatch, owing to the density of the smoke. The water, intheir posts, and were forced to beat a

the carpenter's-saop, and the hatch was laced on by several half-suffocated Seamen were sent to the main Looby-hatches to batten those down leo. It was the captain's intention to When they picked themup they found that each hatch belching forth dense volumes of ugues of flame were licking their way

Captain Park rushed to the cabin, calmly at the dangers which be set her. After telling her to remain where she was until he called her, the captain went on the deck, where the smoke was now so thick that he had to grope his way along. The seamen stood at the bul-warks. Some were regarding with terrified looks the flames which were darting up from the hatches, while others were gazing anxiously at the horizon, as though they hoped to see some passing vessel. The Alert was then 1,000 miles from the nearest land.

We must abandon the ship," said Captain Park to his officers. Under supervision of the latter, three boats were lowered and a quantity of provisions and water and some coarse clothing were placed in them. It was still stormy and rain was falling, but in the excitement of the struggle to subque the flames no attention had been paid to the weather. The fire was gaining rapid headway, and shortly before noon the captain saw that the decks would no longer afford refuge to the

"Get into the boats," he cried to the frightened sailors. This order was quickly obeyed. After putting his wife and child safely in the boat which he and child safely in the boat which be was to command the captain saw that every man had left the burning vessel. He then stepped into his boat and pushed away from the Alert. The other boats were commanded by the two mates. After pulling away from the ship a short distance Captain Park placed the three boats in line, with the smallest me first. Ropes were passed between the first and second and third boats. This not only kept the beats together, but it also enabled them to act as drags to each other, and hem to act as dragi to each other, and Captain Park decided to real vessel, in the hope that she would attract some the hope that she would attract some passing ship. Soon after she was abandened the Alert became completely enveloped in flames. The sails caught one after another, and rapidly blazed, and disappeared like so much tinder. The oiled and painted spars were soon seen burning whenever the wind blew aside the dense masses of smoke which polled upward from the furnace-like bull.

were feeding the flames theoccu-of the small boats were looking such they were still close to the blazing sulk, and were preparing to pass the sight there. It still rained, and the sorizon were a threatening look. As he evening advated the sky above trew brighter and crighter, the clouds reflecting the brid'ant light of the Alert's fires. The sea around was illuminated with a brightness which, sowever, did not reach to the horizon, where the blackness of night was rentered still deeper by the strange glow which surrounded the burning ship. I courd midnight the masts of the Alert washed over the sides, one by one.

Rain aqualla frequently passed over the little boats, and but for their oil-

in safety.

The steamship at once proceeded on her course, leaving the hull of the Alert still in a fierce blaze. The rescuing vessel was the French steamship Comte d'Eu, which was navigated by Captain Viel, who was then making his first trip as a commander. None of the steamroyal yard shattered and the canvas of the rescued mariners could talk the royal torn; but otherwise the lighter's crew could speak English and none

Havre to Pernambuco, arriving at the latter port on November 21st. Captain Viel then informed Captain Park, through an interpreter, that when he first saw the light of the burning vessel he thought that it must be caused by a whaler trying out blubber, but although covered by a tarpaulin to keep out the rain. Captain Park rushed to the place. it was out of his course, he determined to make sure of the matter, as the night was derk.and stormy. He knew that if the light was caused by a whaler he would soon come upon the latter. But after steaming an hour and a half the fifty miles before he came up to the Alert. It was his intention to steam around the burning hulk until morning in order to make sure that no one we stead of checking this, seemed to cause on board. The cries of the occupants it to pour up more densely and rapidly. The men were soon unable to retain not gone out of his course in vain. At their posts, and were forced to beat a hasty retreat.

"Patten down the hatches!" cried on the Maranheuse. The balance of the captain. Tools were brought from the crew shipped on other vessels.

AVERTED BY A TRAMP.

A West-Shore Train Stopped Before it Struck

a fleck-"life. A Marlbor ugh special says: atches had been battened down, in the ope that the fire would die out in the left Albany at about 3 o'clock this afair-tight hold. The men went to work | ternoon, and when it reached Highland, | terested. with a will, but before the battening down had been half completed the ship shock from stem to stern under the lock of an explosion. The hatches up in the air amid loud reports. | befell the Atlantic express on the same to either side road a few days ago. The passengers to-night owe their lives to a poor Irish boy from New York, named Thomas belching forth dense volumes of smoke, at the base of which little just after he had passed Pegg's Point, where frequent slides have occurred, he heard something fall with a loud crash. He remembered reading accounts of where he found his wife holding her land-slides, so he dropped his bundle child in her arms and trying to look and ran back for dear life. He found

tons of rock and débris on the rails.

The boy started up the line yelling as he went for somebody to come to him with a red lamp. One of the patrolmen who walk up and down the tracks all night heard the lad's voice in time to bring the rapidly-approaching express to a stop before it crashed into the rock boulders. In a minute or two the passengers learned the story of how the wayfarer had saved them from death, and every man and woman had his and her pocket-book out in a jiffy. The obstruction was cleared away, and the train passed on south from here at about 7 o'clock, nearly two hours late. A passenger stated that the boy was as

modest as he was brave. The lad said he had expected to tramp it as far as Newburg to-night. When the express left here he was having a happy New Year, the passengers not forcing money on him, but such refreshments as they had. The name of the conductor of the train is Leavengood. Where the rock-slide occurred the road-bed is very narrow.

NEWS OF GORDON.

No Fenr fer Khartoum-Why the Mahdi

Spared the Mudtr of Donzola. A Cairo special says : General Wolseey has received a small piece of paper with General Gordon's genuine seal on the back, dated December 14th, saying that an Arab from the Mahdi's camp has reached Dongola. He affirms that the Mahdi's followers are gathered in force at Mizanelnek, twelve hours' march south of Omderman. They have repeatedly attacked Omderman, but have ed to "beef" them up to the sea. been repulsed with heavy loss and lain Park decided to remain in the pelled to retreat to Mizanelnek. en repulsed with heavy loss and com-

GUARDING THE WELLS. General Gordon, upon learning that Bedouin Arabs came to the wells during the night, sent armed boats to guard th wells and prevent access thereto, thereby wells and prevent access thereto, thereby causing great suffering among the rebels, many of whom have died from small-pox and dysentery. The Mahdi therefore withdrew with his army to Jabbara, two days from Omderman. Several tribes subsequently deserted. The Mahdi then told the principal chiefs that he intended to march against the Mudir of Dongola. The chiefs professed readiness to follow if the Mahdi would charm off the bullets of the enemy by leading instead of following his troops. The next day the Mahdi told the chiefs he had seen in a dream that the Mudir he had seen in a dream that the Mudir was a a saint, against whom it was uso-less to fight. This statement caused great alarm in the Mahdi's camp.

The late Countess Laredano-Morosini-Gattensburg was the last descendant of the famous Doge Morosini, who achieved the conquest of Morea.

d midnight the masts of the Alert dover the sides, one by one.

squalls frequently passed over the bosts, and but for their oilcould have dreuched the occuwho looked for lights in all disave that in which the ship lay,

A MILLIONAIRE SOCIALIST.

them some sall, no matter how distant. The captain's wife suffered sunch in her cramped position in the boat, but she kept bravely up, and conforted her child while her husband looked to the managens of the boat. None of the seamen stept. They had escaped the flames, but the perils of the water still starred them in the face. Several times during the long and stormy night some one cried out that he saw a light, but a second glance accoved that the wished for spark had been seen only in imagination.

About 5 o'clock the weary and unseasy occupants of the boats were waiting accupants of the boats were waiting or the standship plowing through out a small red spark in the distance. "That's a light!" cried he. The other watched, and the red light changed into green. They knew that it was a vessel headed toward them. A small white light was seen above the changing colors. The vessel was a steamship, which was present at that meeting, but he draws things out. But come, walk with me to the steamship plowing through the waves could be heard. The weary occupants of the little boats forgot that they were worn out from watch in gand exposure, and sprang up and should like madmen. Soon came as swering cries, and the now hopeful sail or sank down in their boats with the glad belief that they would soon be once more on a vessel's decks. The steamship hove to and the occupants of the boats eagerly manned their oars. In a few moments they were alloustic for the boats cagerly manned their oars. In a few moments they were all eages the proclaims in the steamship hove to and the occupants of the boats eagerly manned their oars. In a few moments they were alloustic few proclaims that workingmen must rise in the steamship hove to and the occupants of the boats eagerly manned their oars. In a few moments they were alloustic few proclaims that the past of the boats eagerly manned their oars. In a few moments they were alloustic few proclaims that the past of the boats eagerly manned their oars. The test is pain that workingmen must ri

of the boats eagerly manned their oars.

In a few moments they were alongside their rescuer. Ladders were placed over the sides of the latter, and the survivors of the Alert climbed on board in safety.

The steamship at once proceeded on lamb will lie down side by side, all lamb will lie down side by side. things be equal, and that profits will share and share alike?" "That is the state we are drifting into. Then men will be content to work for the general

> their neighbors," answered Mr. Carnegie.
> "Are you prepared now to divide your wealth?" was asked, and Mr. Carnegie smiled. "No, not at present, but I do not spend much on myself. I but I do not spend much on myself. I give away every year seven or eight times as much as I spend for personal comforts and pleasures. Working-people have my full sympathy, and I always extend a helping hand. I am a workingman, and in my young days worked in a cotton-mill and ran an engine. In all my life I suppose I have done more work than any employé I done more work than any employé I have ever had. I believe in advancing worthy employes, and I carry out those ideas on all occasions, as is witnessed by the young men I have gathered about me. Speaking of the present po-sition of the workingman, I believe co-

operation is his hope." employes into idleness," was said.
"The workmen are to blame for that."

other Bessemer mills to work at less wages than we pay. There is the Pennsylvania steel-mill at Harrisburg, spect to her father and the home where they can make and sell steel rails at \$27 a ton. We cannot do it, and making a will, and the little property must close rather than manufacture rails to sell at less than cost. I am a course of years was put into the hands

Works at Homestead, in which Mr. Carnegie is interested, has posted a reduction of wages running from 3 to 10

Curious Will of a Cook.

[Pall-Mail Gazette.]
A peculiar story about an eccentric chef has been going the round of the French papers. Felix Duryos, for some cars cook in the kitchen of Louis Philippe, died recently in Paris. During his lifetime he amassed a pretty considerable fortune, no lees than 250,-000f. This sum he left to his two nephews, but on one condition. They were to place on his tombstone, instead of the usual highflown inscription extolling the many virtues of the deceased, a brass frame, in which one of his famous cookery recipes, written in large characters, was daily to be in-serted. "Thus," as the benevolent old man says in his will, "people desirous of instructing themselves will be able by paying a visit to the cemetery to gain some most useful information." If the nephews did not follow out these instructions the money was to go to the "Assistance Publique." Unfortunately for them, the Epitaph Commission will not allow the dying wish of the veteran chef to be executed. So the nephews are going to law. It will be hard if this testamentary disposition is set aside when so many more foolish and less well-meaning ones are executed every

A Grafton (W. Va.) special says: An accident on the third division of the Baltimore and Ohio railroad, one mile from this place, shortly after 12 o'clock this morning resulted in the death of Charles Helbron, engineer, and Thomas Dorsey, fireman; the serious injuring of a brakeman and several passengers, and demolishing of an engine and the mail-and baggage-cars. The accident was caused by a mob of wreckers, who placed a piece of rail between the guar.l and main rails. The train was going at full speed, and when the engine struck the rail it was sent down the embankthat Khartoum is all right. A dispatch has been received from the Mudir stating cars. Helbron was found dead down the embankment, a few feet from his engine. He leaves a wife and eight children. Dorsey was found under the mail-car. He lived five hours in intense pain. He was a young man and leaves a wife, but no children. A party of men organized to-day and are now

> passengers were sent to this city for Cremation in France.

searching for the wreckers. The injured

[Paris Dispatch.] At the Cremation Society's annual meeting the president, M. Koechlin Schwartz, mayor of the Eighth Arrondissement, stated that the law proposed MM. Gambetta, Paul Bert, Tony Revillon, and many Republican deputies, is not yet passed. Cremation remains at present illegal in France. It was generally suggested in the report that there was nothing to prevent cremation in the hospitals. The president insisted on the great security for the the public health by the adoption of the system, and mentioned that in Italy there had been 336 cremations and in Germany 186. The tariff for the trans port of corpses to Italy for cremation was circulated. It is rather high, and can only be resorted to by rich fami

Turn the Vogrants Out! The weak stomach is said to be the lodging-house of many vagrant diseases. These can be turned out by strengthening the stomach and the digestive organs in partnership. There is no strengthener like Brown's Iron Bitters. Safe, speedy, and sure. Mrs. Henry Corning, Hartford, Conn., says: "Brown's Iron Biters relieved me of general weakness and dyspepsia, and made me strong." ROMANTIC CASE.

goods merchant who was well known in this city at that time, but very soon afterward failed, and died insolvent. Herbert was, it is said, strikingly handsome, intellectual, and cultured. He met Adelina von Bunsen at an entertainment given by a mutual friend to whom he had carried out letters of introduction. An attachment sprang up between the two that soon ripened into love. The American's suit was vigorwelfare and share their riches with ously opposed by the German noble-man, who, to break the attachment, determined to send his daughter for a time to the residence of a relative in a distant part of Prussia. Before he could carry out his wish, however, the could carry out his wish, however, the lovers, who had continued to meet clandestinely, were privately married.

The Baron thereupon dismissed his The Baron thereupon dismissed his daughter and refused to recognize her. The young artist and his bride came to Philadelphia. The failure and deat's of Herbert's father occurred soon after their arrival. The artist's hopes and plans were almost destroyed by the double misfortune. He enlisted in the Union army and was given a licutenancy of Pennsylvania volunteers. He

was killed at Antietam. The widow eked out an existence giving music lessons, and succeeded in "Still, Mr. Carnegie, you have closed down the Edgar Thomson works, and some people will wonder how you can hold such principles and throw your employes into idleness."

Still, Mr. Carnegie, you have closed mon school education. Later he took a position as Philadelphia agent of the bay-rum manufacturing firm of St. Thomas, West Indies. His profess giving their orphaned child a good coma position as l'hitadeiphia agent of St. bay-rum manufacturing firm of St. to three gentlemen, upon reasonable term at 115 east Clay street. ja 3-8a&Tu2t* "In what respect?" "They allow of Mrs. Agnes Mager, in Eighth street, wages than we pay "They allow Locust. Up to the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages than we pay "They are the Mrs. Agnes Mager, in Eighth street, wages the Mrs. Agnes Mager, wages the Mrs. Agnes Mrs. Agnes Mager, wages the Mrs. Agnes of her childhood. She died without that she had gathered together in the firm friend of the Amalgamated Association, and no one ever heard of my
having trouble with them."

The Pittsburgh Bessemer Steelthe Obermeister of Oberwesel, informing him that Baron von Bunsen had died, and that by his will, made several years ago, he left 60,000 marks to Adelina Herbert, formerly Adelina von shut down. About 1,200 men are in-terested.

Bunsen, "once," as he said, "my daughter." The legatee being dead the money goes to her estate, to which, under the law, Charles F. Herbert, the present petitioner, is the only heir.

SAFEGUARD.

The fatal rapidity with which slight Coids

The fatal rapidity with which slight Coids and Coughs frequently develop into the gravest maiadies of the throat and lungs is a consideration which should impel every prudent person to keep at hand, as a household remedy, a bottle of AYER'S CHERRY PECTORAL.

Nothing else gives such immediate relief and works so sure a cure in all affections of this class. That emiment physician, Professor F, Sweetzer, of the Maine Medical School, Franswick, Me, says:

"Medical science has produced no other anodyne expectorant so good as AYER'S CHERRY PECTORAL. It is invaluable for diseases of the throat and turns."

The same opinion is expressed by the well-known Dr. L. J. Addison, of Chicago, Ill., who says:

have never found, in thirty-five years "I have never found, in thirty-five years
of continuous study and practice of medicine, any preparation of so great value as
AYER'S CHERRY PECTORAL for treatment of diseases of the throat and lungs. It
not only breaks up colds and cures severe
coughs, but it is more effective than anything else in relieving even the most serious
bronchial and pulmonary affections."

AYER'S CHERRY PECTORAL
is not a new claimant for popular confidence,
but a modeline which is to-day saving the

snot a new claimant for popular confidence, ut a medicine which is to-day saving the tyes of the third generation who have come into being since it was first offered to the

public.

There is not a household in which this invaluable remedy has once been introduced where its use has ever been abandoned, and there is not a person who has ever given it a proper trial for any throat- or lung-disease susceptible of cure who has not been made wall by it. AYER'S CHERRY PECTORAL has b

AYER'S CHERRY PECTORAL has an unberless instances cured obetinate cases febronic Bronchitis. Larnygitis, and even cute Fneumonia, and has saved many palents in the earlier stages of Pulmonary onsumption. It is a medicine that only reulires to be taken in small doses, is pleasant to the faste, and is needed in every house therethere are children, as there is nothing to good as AYER'S CHERRY PECTORAL to treatment of Count and Whooming-

ough.
These are all plain facts, which can be certifed by anybody, and should be remembered by everybody.
AYER'S CHERRY PECTORAL prepared by Dr. J. C. AYER & CO., Lowell, Mass.
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BREtten ibniben ett feie. it . THE GREAT SOUTHERN REME-THE GREAT SOUTHERN REME-beyond the street of the control of the construction. White Swelling, Gont, Goi-e, Consumption, Bronichitis, Nervous De-lity, Maiaria, and all diseases of a kin-ed nature arising from an impure condi-um of the blood. After physicians have ded to cure, a single bottie of ROSADA-Sseems to effect such a marked change to give new hope and life. Read this lec-t:

I have been a great sufferer with Indammatory Rheumatism for the last twelve months. I was induced to try your preparation. Rosadsils, and I have been greatly benefited. My hands and feet are still enlarged, but I feet so much better that I want to continue taking the ROSADALIS.

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CONSUMPTION,—I have a positive CONSCMPTION.—I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cared. Indeed, so strong is my faith in its efficacy that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give express and post-office address. Dr. T. A. SLOCUM.

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SPRING-FRUCKS, in good order;
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LAND, WITH NEAT DWELLING OF HREE ROOMS, ON THE OLD BROOK, OAD, TWO AND A HALF MILES FROM ICHMOND.—In execution of a deed of ust from Stephen Grimes, Jr., and wife, and being required by the holder of the oles therein secured. I will sell at auc-on, in front of the custom-house, in the ly of Richmond. MONDAY, JANUARY 12, 1885,

By Jas. Macdougall, Auctioneer,

TRUSTEE'S SALE .- By virtue of a deed of trust executed to me as trustee from Herman Mortis, dated December 31, 1884, and of record in the clerk's office of the Richmond Chancery Court, I shall proceed to sell at auction, on THURSDAY, JANUARY STR.

THURSDAY, JANUARY SYII,
at 10% A. M., at the store No. 418 east Broad
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OVEROOATS,
COATS, PANTS, and VESTS;
MEN'S and BOYS' SUITS,
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GOODS. GOODS, STORE-FIXTURES, SHOW-CASES, &c. TERMS: At sale.
WILLIAM M. COLE, Trustee.
Jas, Machorgall, Auctioneer. Ja 2

By George E. Crawford. Real Estate Agent and Auctioneer, 1005 Bank street. TRUSTEE'S SALE OF SEVENTY-

WANTED, A MAN WHO UN-W ANTED, A MAN WHO UNDERSTANDS gardening, to work a
a good COOK. Would like a man with wife
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WANTED, OCCUPANTS FOR A BEAUTIFUL SUIT OF ROOMS on Franklin street, within five minutes' walk of the post-office; splendid location; conve-nences for housekeeping; adults preferred. Address ROOMS, care Carrier No. 3.

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WANTED, COLORED COAL-MINERS—another lot of miners ready to start to Columbus, O., on Monday hight the 5th of January, to work for the Colum-bus and Hocking Coal Company. All who record at my office on Monday the 5th day bus and Hocking Coat Conday the 5th day report at my office on Monday the 5th day of January will be taken care of until the Chesapeake and Onto train starts at 9 o'clock Tuesday morning the 6th of January, J. P. JUSTIS, Labor Agent, No. 9 north de 25-cod5t*

WANTED, PURCHASERS FOR CLOVER, TIMOTHY, ORCHARD-GRASS and MILLET SEED, SEED RYE and OATS.

EXTRA and SUPERFINE FLOUR.
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hour made daytime or evening. Send 10c,
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EMPLOY A GENTLEMAN TO TEACH
In my family for five months—live scholars
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TERMS: His board and servants' attendance and \$25 per month, payable one half at
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LOR RENT. SMALL DWELLINGS

in different locations, which we will rent at ow prices to prompt tenants. ja 1.3.4 R. B. CHAFFIN & CO.

FOR RENT, THOSE TWO NEW JUST CONTROL OF THE AND ATTRACTIVE DWELLINGS JUST COMPLETE OF THE AND ATTRACTIVE DWELLINGS JUST COMPLETE OF THE AND ATTRACT OF THE AND ATTRACT OF THE AND ATTRACT OF THE AND ATTRACT OF THE AND ATTRACT. de 30-cod3t Bank and Eleventh streets.

RESCANTILE AGENCY. C. F. CLARKE, Pres. E. F. RANDOLPH, Tr. [Established 1849.] THE BRADSTREET MERCANTILE

THE BRADSTREET COMPANY. PROPRIETORS. EXECUTIVE OFFICES, 279, 281, AND 288 BROADWAY, NEW YORK,

Offices in all the principal cities of the nired States and Canada; in London, Enz-ind; also a Continental and Australian corat 12 o'clock M., the above-described VOLUMES ISSUED QUARTERLY. eets of Changes semi-weekly. Constantions and prompt notification to subjects. Names of reliable lawyers with

cribers. Names of feriable inwyers who hake collections a specialty. Its minifications are greater and its busiess larger than any other similar organization in the world conducted in one interest and under one management. You are respectfully invited to investigate, and if in need of any agency to test its ablitic to serve you. ity to serve you.
RICHMOND OFFICE No. 1219 MAIN STREET. J. H. WHITTY.

LIME, CEMENT, &c. IME! LIME! LIME!-I have

I ME: LIME: LIME: — have

Just received three cars fresh "Anchor"

brand LIME, manufactured by Moore Lime

company (timited) at Eagle Rock Vo.

Warranted equal, if not superior, to the

Rockland lime. For sale tow. In stock,

FRESH ROCKLAND LIME. IMPORTED

and AMERICAN CEMENTS, LATHS, GAL
CINFED PLASTER, PLASTERING HAIL

FIRE-BRICK and CLAY.

MARNER MOORE,

foot Seventeenth street, south side Dock.

ACCITON BALL POTOTO POVA A TLANTIC COAST LINE.

VALUABLE PHOSPHATE LANDS ON COOPER RIVER, NEAR CHARLESTON, S. C., SPLENDID MACHINERY FOR TRANS-PORTING AND WASHING THE BOCK.

TO BE SOLD TO LIQUIDATE THE LATE FIRM OF W. P. HALL & CO. ON ACCOUNT OF THE DEATHS OF W. P. HALL AND P. P. SALAS.

RV R. M. MARSHALL & BROTHER.

ON FEBRUARY 3, 1885. will be sold in front of the post-office in Charleston, S. C., at 11:30 A. M. (if not pre-viously disposed of an private shie), all that VALUABLE TRACT OF LAND situated, lying and being on the west side of Cooper river, in St. James Goose creek, Berkatey county, distant about nine miles from Charleston, comprising two tracts, formerly No. Petersburg. Richmond

lying and being on the west side of Cooper river, in St. James Goose creek, Renkater county, distant about nine miles from Charieston, comprising two tracts, formerly known as the "PALMETTO" and "OAK-LAND" planistions, and now belonging to time Klawah Phosphate Company, containing together about 2.483 ACRES, that is to say: \$20 plough or arable land, 1.033 acres of wood land, and 930 acres marsh land, but he said dimensions more or less; butting and bounding northeast on Goose creek, east and southeast on Cooper river, northwest on lands now or formerly of Thomas Smith, west by Hard's farm and Sander's land, and south by land now or formerly of Metz or Henry Manigault as it can more fully be seen by reference to a plat of said land made by J. K. Gourdin, surveyor, in 1876, now on view at Messrs. R. M. Marshall & Brother.

The above property is said to contain over two hundred acres of available phosphate land, besides a large quantity of mari land. There is on the premises a Radirosd about three miles in length, with Locomotive and Cars for the transportation of rock, two Bollers, one eighty horse-power Engine, two large and two small Steam Pumpst, with Betting and Pilpes complete, two spendid washers and one Clusher, one liedned and one Elevated Railway, a substantial Wharf on Cooper river almost new, with about affect feet ha few feet from the wharf.

Also, one Anvil, Vises, Bellows, Hammers, Wrenches, Crowbars, and other implements belonging to the blocksmith-shop; also, one pair Scales to weigh rock, Prosn-eting Rods. Chains and Hoisting Drum, Mining Tools, &c. There are also on the premises one office near the washer, sundry houses for the laboring classes, a locomotive-house, as also a quantity of surplus railroad iron, old Iron, &c.

also a quantity of surplus railroad fron, old fron. &c.

Amongst the many advantages c'aimed for this properly is that of being the phosphate mining lands nearest to Charleston. S. C., and of having about three miles of water front on the beautiful Cooper river, besides having two roads leading to it from the public road, and being only about one and a half miles from the N. E. R. R., and about two and a half from the S. C. R. R.

TERMS: Chash, or one-third cash; balance by bond, payable in one year, with interest at 7 per cent., payable semi-annually, secured by mortgage of the property, the houses and machinery to be insured and policy assigned.

Furchaser to pay R. M. Marshail & Brother for papers and ait taxes payable in 1855.

Hols for the property at private saic will be received by R. M. Marshail & Brother up to 20th January, 1855, at 12 M.

For further particulars, apply to R. M. MARSHALL & BROTHER.

Ja 3-10.20 Brokers Chareston, S. C.

TEXECUTIOR'S SALE OF REAL ES.

EXECUTOR'S SALE OF REAL ES-TATE. HOUSEHOLD FURNITURE.
AND PERSONAL EFFECTS BELONGING
TO THE ESTATE OF THE LATE EDWARD
MINSON—We, the undersigned executors. NSON.—We, the undersigned execu-il proceed to sell by auction, on WEDNESDAY, JANUARY 7, 1885.

WEDNESDAY, JANUARY 7, 1885.

If fair; if not, the Lext fair day, at 10 o'clock A. M., the following real estate;
TWO TRACTS OF LAND situated on the Darbytown road, about eight miles from Richmond, containing 120 ACRES, more or less, with a good dwelling thereon containing five rooms, and all necessary out-houses; about 60 acres cleared and highly improved, balance in good timber, pine and oak. Special attention is called to this tract for those desiring a country home. Second-class tickets still lower,
VIRGINIA STEAMBOAT COMPANY'S
JAMES-RIVER LANE
FOR NEWPORT'S NEWS, NORFOLK,
FORTSMOUTH, AND JAMES-RIVER
LANDINGS DIRECT,
CONNECTS AT NORFOLK CLOSELY
WITH BAY LINE
FOR OLD POINT, BALTIMORE, AND
THE NORTH SAME AFTERNOON,
AT NEWPORT'S NEWS WITH STEAMER
ACCOMAC FOR SMITHFIELD,
AND AT CLAREMONT WITH ATLANTIC
AND DANVILLE RAILROAD FOR
WAVERLY AND ALL STATIONS, estring a country home,
THE OTHER TRACT, situated betwee

desiring a country nonce,
THE OTHER TRACT, situated between
the Darbytown and Charles-City roads,
about seven miles from Richmond, contains
63 ACRES, with house and out-buildings;
15 acres of the tract cleared, the balance in
timber of pine and oak.
ON SAME DAY we will also sell at the
honestead of the late Edward Minson the
following personal effects:
2 MULES, I COW, HOGS,
CORN AND OTHER PROVENDER,
2 CARTS, I SPRING-WAGON, and
USUAL FARMING IMPLEMENTS;
ONE LOT CORD-WOOD,
HOUSEHOLD, KITCHEN FURNITURE, &c.
TERMS: For the sale of the real estate,
one third cash; balance in six and twelve
months, 6 per cent, interest added to deferred notes, and seemed by trust-deed.
For the personal effects: All sums under
\$20, cash; all sums over \$20, ninety days'
credit; purchasers giving bond and security
on deferred payments.
THOMAS MINSON,
de 30-Tu&Sa2t

Re H Saldon Taylor.

Real Estate Agent and Auctioneer, Office Eleventh and Bank streets.

Z. C. GIFFORD, Commander, leaves Rehmond every
MONDAY, WEDNESDAY, AND FRIDAY
at 7 A. M. STREET-CARS CONNECT IN
FULL TIME, for above-named places. Returning, the steamer leaves. Norbick, Portsmou b, and Newport's News on alternals
days, arriving at Richmond about 4 P. M.
Through tickets on sale on steamer-and at
Garber's Agency, 1000 Main street. Bagmuse checked through. PRUSTEE'S SALE OF A BEAUTI-TRUSTEE'S SALE OF A BEAUTI-FIL BUILDING LOT. FIFTY BY ONE HUNDRED AND TWENTY-FOUR FEET. LOCATED AT THE NORTHWEST C IR-NER OF CARY AND CHERRY STREETS. By virtue of a certain deed of trust executed to the undersigned as trustee by Diederick Octers, dated May 19. 1884, and duy record-ed in the cierk's office of Reinmond Chan-cery Court. In Deed-Book 128 C, page 73, to gage checked through.
STATE-ROOMS ENGAGED FOR DAY
OR NIGHT. cery Court, in Deca-Book 120 C, page 13, we seeme the payment of certain negotiable notes therein mentioned, default having been made in the payment of one of said notes, and at the request of the holder thereof. I shall proceed to sell at public auction, upon the premises, on

SATURDAY, JANUARY 10, 1885. SATURDAY, JANUARY 10, 1885.

4 o'clock P. M., the above-mentioned REAL ESTATE, which was conveyed by the said deed of trust. It fromts 50 feet on the west side of Cherry street, and runs back between parallel lines 124 feet.

TERMS: Enough in cash to pay the expenses of sale and the sum of \$322.33, with interest from November 19, 1884, until paid; and upon a credit as to \$337.88 till May 19, 1885, and the balance upon such terms as will be made known at the hour of May 19, 1885; and the local collection of the hour sale. For the credit-payments the purchas will be required to give negotiable note with interest added and secured by a decortrust,

H. SEI, DON TAYLOR.

de 30 Trustee.

> By R. B. Chaffin & Co., Real Estate Auctioneers.

TRUSTEE'S SALE OF THAT MOST DESTRABLE AND

CENTRALLY LOCATED BRICK DWELLING FRANKLIN AND EIGHTH STREETS. CONTAINING ABOUT TWELVE ROOMS,

BRICK KITCHEN, AND BRICK STABLE ON THE ALLEY IN THE REAR

By virtue of a deed of trust dated July 1 Isse, duly recorded in Richmond Chancery Court, D. B. 122 B. page 219, and at the re-quest of the beneficiary, default having been made in the payment of the notes secured, I will sell by public auction, on the prem-less, on TUESDAY, JANUARY 13, 1885,

TUFSDAY, JANUARY 13, 1885, at 45 o'clock P. M., the above-described first-class dwelling. The location of this PROPERTY, with nice and conveniently, stranged offices, renders it very desirable for a professional man. The house is in nice order, having been lately thoroughly repaired. The lot fronts 35 feet 7 inches on the east line of Eighth street, extending back along and parallel with Franklin street 120 feet to an aley in common 20 feet wide. Texas: Cash as to expenses of sale and debt due of \$8,870, with interest from July 1, 1884; and the balance on terms to be announced at sale.

M. I., SPOTSWOOD, Trustee, Sale by R. B. Chaffeld & Co., Auctioneers, Ja 1,2,3,4,6,7,8,9,11,12,13

By R. B. Chaffin & Co.,! Real Estate Auctioneers, No. 1 north Tenth street.

pany's proposed sallings for the week following are:
GLYANDOTTE, Captain KELLY, FRIDAY, January 2d. at 5 o cock A. M.
ROANOKE, Captain Cocci, SUNDAY, January 4th, at 7 o cock A. M.
OLD DOMINION, Captain SMITH, TUES-DAY, January 6th, at 1 o cock P. M.
Freight received until 5 o cock P. M.
Wednesday, 5 o cock P. M. Saturday, and to 1 o cock P. M. Tuesday.
Through bills of lading signed, and goods forwarded with dispatch to all points North, South, East, and West; also to foreign ports.
Fassenger accommodations unsurpassed.
Cabin hare to New York (nectuding means and berth), \$10; round-trip tichets, \$15.
Steerage, with subsistence, \$7; without subsistence, \$6.
Fassengers leaving Richmond by the Chesaponke and Ohio ranway at \$20 A. M. on MONDAYS, TUESDAYS, WEDNESDAYS, and SATURDAYS will make connection at NORFOLK with steamer leaving those days. For freight or passage apply to
GEORGE W. ALLEN & CO. Agents, de 31 Company's Wharf, Rocketts. PRUSTEE'S AUCTION SALE OF A TRUSTEE'S AUCTION SALE OF A
MORE OR LESS, IN POWHATAN COUNTY, VA., ADJOINING THE LANDS OF
HARRISS HEIRS, WARRINER'S HEIRS,
HANCOCK AND ELLETT.—By virtue of a
deed of trust dated July 1, 1881, recordedin Powhatan County Court in D. B. 24,
page 328, and at the request of the benricary, default having been made in the
payment of the whole debt secured, I will
sell by public auction, in front of the office
of R. B. Chaffin & Co., No. 1 north Tenth
street, in the city of Richmond, on
MONDAY, LANLERY 12, 1885.

FARM.
We invite attention to this sale, as it affords an opportunity to secure a good home.

Thems: Cash as to expenses of sale and a debt of \$523, due by three notes, due respectively July 1, 1882; July 1, 1883; and July 1, 1884, for the sums of \$274,33 each, with interest from July 1, 1851, and balance on terms to be announced at sale.

R. B. CHAFFIN, Trustee.

Sale by R. B. CHAFFIN & CO., Auctioneers, ja 1

By Jas. Macdougall, Auctioneer, No. 1324 Main street. BY VIRTUE OF A DEED OF

D TRUST executed to the undersigned by s. Morris, dated the 30th day of December 1884, and of record in the clerk's office of the Richmond Chancery Court, I shall prohe Richmond Chancery Court, I shall p eed to sell at public auction, on the pre-ses, No. 19 north Seventeenth street, on TUESDAY, JANUARY 6, 1885, at 10:30 A. M., the ENTIRE STOCK OF MERCHANDISE, consisting of MERUHANDISE, consisting of CLOTHING, BOOTS, SHOES, HATS, and GENTLEMEN'S FURNISHING GOODS, &c. TERMS: At anic. HENRY FLEGENHEIMER.

POWHATAN LINE—DIRECT STEAMER.
Until further notice the ALLIANCE will
rall every SATURDAY at 12 M. from POWHATAN DOCK, at Twenty-fourth and Dock
streets, direct for Baltimore.
Through bills of latting signed and goods
forwarded with dispatch to points North
and West. Freight received daily until 3
P. M. Por further information, app'y to W. O. KNIGHT, Are D. J. WEISIGER, Soliciting Agent. JAS, MACDOUGALL, Auctioneer. de 31

● のおからなるのは 班 配 國法無 化原基酚 淡红 维 RICHMOND AND DANVILLE. RICHMOND AND PETERSHERO RAIL CONDENSED SCHLDGLES. ROAD TIME-TABLE. IN EFFECT NOVEMBER 2, 1884. IN EFFECT SUNDAY, OCTOBER 12, 1884. TRAINS SOUTHWARD. Leave Richmond at., Arrive at.... Burkeville 6, 47:30 A.M. 9:16 A.M. Mixed train. 40, 40:49 A.M. 11:40 A.M. Through train. 40, 42:48 P.M. 3:29 P.M. Past Mail. 26, 45:25 P.M. 6:30 P.M. Accom odut'n. 42, 19:40 P.M. 10:33 P.M. Through train. 1:30 P. M. 2:00 A. M. 3:38 P. M. 4:08 A. M. 4:20 P. M. 4:45 A. M. 5:45 P. M. 6:39 P. M. 7:20 P. M. 7:20 P. M. 7:31 P. M. 7:06 A. M. 9:35 P. M. 9:30 A. M. Keysville Chase City Five Forks Clarksville Sutherlin's Lanville. Greensboro Inicigh 11:57 P. M. 11:25 A. M. 11:63 P. M. 11:10 A. M. 13:53 A. M. 12:25 P. M. 4:28 A. M. 3:34 P. M. 5:43 A. M. 4:58 P. M. 1:00 P. M. 11:30 A. M. 48. *5:00 A. M. 5:48 A. M. Fast Mall. 7. 48:10 A. M. 10:00 A. M. Mixed train. 45. *0:53 A. M. 10:55 A. M. Firou'n train. 25. †11:45 A. M. 12:45 P. M. Accomodat n 47. *5:18 P. M. 6:12 P. M. Phrou'n train

PATEROAD LISES.

No. Richmond, Petersburg

*Daily. †Daily (except Sunday).

DEPARTURE OF STEAMERS.

NEWPORT'S NEWS, NORFOLK, AND PORSTMOUTH, AND ONLY DIRECT ROUTE WITHOUT TRANSFER OR CHANGE OF ANY KIND.

ONLY \$1.50 TO OLD POINT COMFORT. ONLY 75c, TO CLAREMONT, Second-class tickets still lower.

TICKETS: KICHMOND OR NORFOLK TOWAVERLY, \$1,50.

ONLY ALL-WATER ROUTE.

JAMES RIVER BY DAYLIGHT.

The elegantly rebuilt and fast steamer
ARLEL.
(enrrying United States Mall.)
Z. C. GIFFORD, Commander,
eaves Richmond every

FREIGHT.

Probably received daily for Norfolk, Ports

mouth, Smithile d, Hampern, Washington, and Tarboro', N. C., and all points in Eastern North Carollian; also, for Eastern Shore of Virginia, and all regular landings on James river, at LOWEST RATES, and thought bills bested.

through bills issued.
L. B. TATUM. Superintendent.
6c 1 No. 1109 Main street and Rocketts.

BETWEEN RICHMOND AND CLARE-

ALL INTERMEDIATE LANDINGS.

FOR NEW YORK.

This company will dispatch one of their spendid steamers—GUYANDOTTE, ROANOKE, MANHATTAN, OLD DOMINION, and RICIMOND—EVERY TUESDAY, FRIDAY, and SUNDAY.

[For hours of sailing see advertisement below.]

For hours of sailing see advertisement below.)

Steamers leave New York TUESDAYS.
THE RSDAYS, and SATURDAYS at 3 P.
M. from Fler 2d face number) North river,
toot of Reach street.
They have spiended saloons, state-rooms,
and bath-rooms.
The intre, accommodations, and attentions are unsurpassed.
After-cabin fare to New York (including
means and berth. \$10; round-trip tlekets,
\$18; steerage, with subsistence, \$7; without
subsistence, \$6.
Freights for points beyond New York forwarded with dispatch, and no charge made
except actual expenses incurred.

recept actual expenses incurred. Freight received until 5 o'clock P. M.

Gally,
Fer further information apply to
GEORGE W. ALLEN & CO., Agents,
Office, Company's Wharves, Rockett
Jy 29

FOR NEW YORK.—The Old FOR Dominion Steamship Company's proposed sallings for the week for-

DHILADELPHIA, RICH- FOR

MOND AND NORFOLK

STEAMSHIP COMPANY.

Appointed sailing days: Every TUESDAY and FRIDAY at 12 M., and every SUNDAY

at 5 A. M.

Freight for Tuesdays' and Fridays' steamers received till 11:30 A. M.; for Sundays steamer till 5 P. M. Saturday. Freight received daily till 5 P. M.

Fare, \$8.
For further information, apply to
J. W. McCARRHUCK.
General Southern Agent, Office Rocketts.
W. P. CL. DE & CO.,
General Agents.

FOR BALTIMORE.

* DEOPLE'S LINE,"

ONLY ONE DOLLAR

Atlanta Train No. 50 (through passenger) stops a

Nos. 40 and 43 make nostops, No. 42 stops at Chester, No. 45 stops at Manchester, Drewry's Bluff, Centralia, and Chester. Nos. 47 and 48 stop at Manchester, Centralia, and Chester. Nos. 25 and 26 stop at all stations. Nos. 6 and 7 stop at all stations except Temple's. at Alianta for all points. South, and Southwest.

Train No. 52 (through passenger and mail) stops at Salishury, Greenaboro, Readsville, High Folnt, Thomasville, Lexington, and Concord, between Danville and Chariotte, and all stations between Richmond and Danville; connecting at Sutherlin's with Milion and Sutherlin Narrow-Gauge rail-road for Milion; at Greensboro Jorali points on Salem Branch and North Carolina division; at Chariotte with Chariotte, Commbia, and Augusta railroad for Commbia, Angusta, Savannah, and Florida, points, and all points in the South and Southwest.

"Trains from the South service at Rehmond at 7,00 A. M. and 458 P. M.

BON AIR PASSENGER SERVICE.

(daily except Sunday.) PULLMAN-CAR SERVICE.
On Irains Nos. 40 and 45 steeping-cars between Washington and Charleston. On Irains Nos. 42 and 43 steeping-cars between Washington and Jacksonville. On trains Nos. 47 and 48, steeping-cars between New York and Jacksonville. York and Jacksonville.
THE ONLY ALL-RAIL LINE TO NOR-FOLK.

Trains (daily except sunday.) Norioik...,7229 F.M., Ruchin d...,012 F. M.,
Trains 48 and 25 make close connection to
and from Farmville, Lynchburg and southwestern points, and way-stations on the
Norioik and Western railroad,
J. R. KEXLY, Superintendent,
T. M. EMERSON, General Passenger Agent,
no 1 RETURNING. RICHMOND, FREDERICKSBURG

AND POTOMAC RAILROAD. THROUGH ALL-RAIL FAST-FREIGHT LINE TO AND FROM BALTIMORE, PHILADELPHIA, NEW YORK, AND EASTERN AND WEST-ERN CITIES. PULLMAN-CAR SERVICE. ONLY TWELVE HOURS BETWEEN RICHMOND AND BALTIMORE IN EACH DIRECTION.

PULLMAN-CAR SERVICE.
On Train 50—New York and Atlanta via
Washington and banyane.
On Train No. 52—Washington and Augusna, Washington and New Oreans, Romannel
and Danville. Returning, banyate and
Richmond on Train No. 53.
Tickets said to all points South Southeast,
and Southwest, and baggage checked
through. Correspondingly quick time to other coints. Through bills of hading issued at ow rates.

C. A. TAYLOR.

Jy 1 General Freight Agent.

No my-over checks given on local tickets.

A. SLAUGHTER,
General lassenger Agent.

Sol. HAAS, Traffic Manager.

A. L. RIVES, General Manager.

oc 12 THE YORK-RIVER LINE

TO BALTIMORE.

Steamers cia this line leave West Point for Baltimore Wednesdays and Saturdays only Straight tickets to Baltimore....

RICHMOND (RICHMOND AND DANVILLE RAILROAD VIRGINIA STREET DE-POT) DAILY EXCLUT SUNDAY AT 2:45 P. M. ARRIVE AT BALTIMORE AT 8:00 A, M.

Arrive at Wit Point 5:00 P. M. 7:05 A. M. 11:25 P. M. CHEAPEST ROUTE.
RATES MUCH LESS THAN HALF
CHARGED BY ANY OTHER ROUTE.
FARE TO NORFOLK, \$1.—NO LIMIT.
WAY-LANDING FARES from 25c, to \$1.
Second-class tickets still lower.
ELEGANT MEALS ON ECROPEAN
PLAN. Passenger trains connect at West Point Wednesdays and Saturdays with steamers for Patitimore and the North.

Freight trains leaving theirmond at Twenty-fourth-street dept at 4.30 A. M. and 4.15 F. M. will have passenger coaches attached, Arrive at Rochmond 10.30 A. M. pessenger); 1:28 F. M. and 4:00 F. M. (resign).

For Tickets, Time-Tables, and all informs thon, call on A. W. wallfirst A. C., 1000 Main street, and Ticket Algent at the Region and Baryllie depot.

State-Reoms and Berths secured on application at this office,

General Passenger Agent, No. 7, Featla street,
Sol., Haas, Traffe Manager. 100 12

CHESAPEARE AND OHIO RAIL.

CHESAFEARE AND OLD RAW OF THE COLOR OF THE CHEST OF THE C

connecting for all points Northwest and Southwest express daily. Focus of a local tristness. Pullman ing-cars kilchmond to that and Washington and lottes tile to Louisville. ARRIVE RICHMOND. 8:50 A. M. From Charlottesville, except Sunday, 11:35 A. M. From Norfolk Old Point, and

ALL INTERMEDIATE LANDINGS,
The fast and beautiful steamer GEM, Capiain GILL, leaves her whart, in the dock, foot of Twenty-second street, at 0.45 A. M. every TUESDAY, THURSDAY, and SAT-URDAY stopping at all landings.
Freight received at LOWEST RATES from 12 M, every MONDAY, WEDNESDAY, and YEIDAY, until 9:30 A. M. TUESDAYS, THURSDAYS, and SATURDAYS, The GEM has first-class passenger accommodations, and arrives at destination at 4 P, M.; returning, arrives in Richmond at 1:30 P, M.

OC 30 R. V. OWEN,
Agent. 11:35 A. M. From Norfolk Old Point, and Newport's News, except summay.
3:25 P. M. From Louisvide Cinematicand all local points, except sunday.
6:15 P. M. From Norlock, Old Point, and Newport's News, Daily except Sunday.
9:15 P. M. From Louisville and Cinetunati, Past line daily.
Depot: Seventeenth and Broad surects.
Tricket-Offices: 1000 Main street and Chesapeake and Ohio Raiway depot.
General Passetheer Az-Iti. OLD DOMINION STEAM-

RICHMOND AND ALLEGHANY

SCHEDULE OF TRAINS IN EFFECT DECEMBER 28, 1884. THREE DAILY TRAINS (EXCEPT SUN-RICHMOND AND LYNCHBURG.

Through Accounting Express
*No. 1. *No. 3. *No. 9. Leave Behmo'd 8:20 A M 3:30 P M 6:40 P M Richmod 8:20 A M 5:30 F M 7:01 P M 11:44 P M 12:46 P M 10:00 P M 3:30 A M 12:46 P M 10:00 P M 3:30 A M 12:46 P M 10:00 P M 3:30 A M 12:46 P M 10:00 P M 3:30 A M 12:46 P M 10:46 P M 10:46

ARRIVE RICHMOND. 9:15 P. M. MAIL dally (except sunday.) 10:00 A. M. ACCOMMODATION daily [ex-7:15 A. M. NicilT EXPITESS daily (except Monday.)
CONNECTIONS.

At Richmond with associated rallways and Richmond. Fredericksburg and Potomac ratifoad; at Lynchburg with Visgoria Midland railway and Norfolk and Western railtoad; at Chron Forge with Chesapouke and Onto railway; at Lexington with faithmore and Onto railway.

Tails marked stally (except Sunday.)

Frains marked staily (except Sunday.) Tickets sold to all points. Offices: 1296
ast Main street, 1000 Main, and at Richnord and Alleshany depot, Eighth and
anal streets. J. R. MacMultto.
General Passenger and Express Agent.
(de 27)

RICHMOND. FREDERICKSBURG
AND POTOMAC RAILEDAD—Schedule commencing NOVEMBER 2, 1884—eastern stundard time:
6:00 A. M., leaves Byrd-Street station drily; stops only at Ashland, Junction, Milford, and Fredericksburg. Sleeper from Jacksonville to Washington.
11:07 A. M., leaves Byrd-Street station daily (except Sandays). Sleeper from Charleston to Washington.
6:32 P. M., leaves Byrd-Street station daily. Sleeper from Jacksonville to New York.
10:29 A. M., arrives at Byrd-Street station

New York.

10:29 A. M., arrives at Byrd-Sireet station daily. Siceper from New York to Jacksonville.

2:39 P. M., arrives at Byrd-Street station daily; stops it Fredericksburg. Milford, and Junction. S ceper from Washington to Charleston.

9:30 P. M., arrives at Byrd-Street station daily (except sundays), siceper from Washington to Jacksonville.

ASHLAND TRAINS.

ASHLAND TRAINS,
DALLY EXCEPT SUNDAYS:

4:00 P. M., accommodation, heaves Broadstreet abilion; arrives at Ashland at 5 P. M.

6:04 P. M., leaves Elba; arrives at Ashland at 6:44 P. M.

7:50 A. M., arrives at Elba; leaves Ashland at 6:43 A. M.

6:55 A. M., accommodation, arrives at
Broad-Street station; leaves
Ashand at 8 A. M.

5:59 P. M., arrives at Elba; leaves Ashland
at 5:12 P. M.

C. A. TAYLOR, tieneral Ticket Agent,
E. T. D. NYESS, General Superintendent.